



Mystery Guest Brings Aviation Conference to a Close

The Billings aviation conference committee for national security reasons could not disclose whom the 2000 Montana Aviation Conference banquet speaker would be and by looking at these photos, I'm sure you can understand why.

Damian Mason, a professional Clinton impersonator doesn't wonder if President Clinton deserves credit for creating jobs. He wouldn't have his without him. Mason brought his flawless imitation to the aviation conference.

In addition to the right look, Mason captures the chief executive's style, speech and mannerisms, from his verging-on-laryngitis drawl to his not-quite thumbs-up fist raising gesture.

Flanked by two "Secret Service" agents' outfitted with sunglasses, ear mikes and grim faces, Mason spent time confiding the high and low points of his White House years. Breezy Burlison of City Service/Air BP and John Lord of AirSure graciously agreed to perform this important duty for the President.

Mason's Clinton impersonation gig started after he won a 1993 Halloween costume contest dressed as the then-new presi-



dent. With encouragement from a buddy, he started doing appearances, keeping his day job as a lighting sales representative. Now imitating Clinton is a full-time occupation.

Aviation conference goers were not disappointed with the "mystery" guest speaker.

Lt. Governor Judy Martz greeted conference attendees at the Saturday evening banquet. The President jokingly spoke to the Lt. Governor throughout the evening and even offered to assist with her campaign!



At right, the Billings volunteer conference committee poses with the President following the banquet and conference end.

Administrator's Column

AVIATION FUEL TAX SUNSET

CORRECTED: Legislation introduced in the Special Session of the Legislature to correct an inadvertent omission in being placed into the proper statute was successful. In 1999 the 56th Legislature passed Senate Bill 205 which increased the aviation fuel tax by one cent per gallon, exempted military fuel, and requires that 50% of the one cent paid by the airlines go into a grant account for pavement preservation at the airports they serve. The problem was that the language was only placed in a "temporary" statute which will sunset when the deposits from another one cent per gallon tax which goes into an airport loan account reaches one million dollars. So not only would the one cent loan account tax be abolished, so would the new one cent tax authorized by SB-205 in 1999. We owe a great deal of gratitude to Senator Walt McNutt who not only sponsored SB-205 in 1999, but also sponsored SB-11 in the special session. Getting this legislation into the special session was not an easy task as it required 76 Legislative votes. Senator McNutt not only sponsored SB-11 but he also introduced a petition on the Senate Floor to achieve sufficient votes to allow the bill to be heard. We also owe a great deal of thanks to Representative Chase Hibbard who successfully duplicated this required procedure in the House. The aviation community of Montana owe these Legislators a great deal of gratitude. On behalf of the Montana Aeronautics Board and Division and the Aviation Organizations of Montana, I would like to thank Senator McNutt and Representative Hibbard for all the extra effort, time, and certainly a great deal of professionalism they devoted toward achieving the successful outcome of this critical legislation. ➔

GPS SIGNAL IMPROVED: President Clinton ordered the Department of Defense to turn off the "selective availability" (SA) of the Global Positioning System (GPS) as of May 1, 2000 thus immediately improving the accuracy of the GPS signals to the civilian users. The President had previously committed to discontinue the SA by 2006 but because of assurances from the Secretary of Defense, Departments of State, Transportation, Commerce and the Central Intelligence Agency that we have the demonstrated capability to selectively deny GPS signals on a regional basis when our national security is threatened, he decided act now. Aircraft Owners and Pilots Association (AOPA) President Phil Boyer was among those hailing the President's decision to shut off SA. Boyer stated "by removing the SA, GPS accuracy should improve from about 300 feet to better

than 100 feet." Even with SA turned off, the Wide Area Augmentation System (WAAS) will still be needed to monitor GPS and broadcast correction signals to provide guaranteed accuracy to within 20 feet. WAAS also will send an immediate warning to a pilot when the system cannot be used safely for instrument approaches. AOPA said WAAS will provide vertically guided instrument approaches at most of the nation's 5,300 public use airports. ➔

FEDERAL AVIATION MANAGEMENT ADVISORY COUNCIL:

Eight people have been nominated to serve on the new Congressionally mandated Federal Aviation Management Advisory Council (MAC) and tasked MAC with providing advice and counsel to the Federal Aviation Administration (FAA) Administrator and serve as an oversight resource for management, policy, spending and regulatory matters. Two general aviation nominees are Aircraft Owners and Pilots Association (AOPA) President Phil Boyer and General Aviation Manufacturers Association (GAMA) President Ed Bolen. Others nominees are Kendall Wilson, an engineer whose background includes work with Pratt & Whitney Aircraft, U.S. Navy, Departments of Transportation and Energy a financial management service; Robert Davis, a retired Boeing engineer now president of the International Federation of Airworthiness; Debbie Branson, a trial attorney in Dallas specializing in aircraft litigation cases; Geoffrey Crowley, president and CEO of Air Wisconsin Airlines; Robert Baker, vice chairman of American Airlines; and Randolph Babbitt, former president of the Air Line Pilots Association. The MAC nominees appeared at a Senate Commerce Committee confirmation hearing in early May. Committee Chairman John McCain reportedly voiced his strong displeasure with Phil Boyer for AOPA's opposing his user fee proposals and ranted on about his displeasure with Congress for approving the \$1.50 increase in Passenger Facility Charges (PFC) in passing AIR-21. His reported outburst also included calling business jet operators "fat cats" and paying nothing for the same airspace as the airlines whose passengers pay the PFC charges. (McCain failed to recognize that the so called "fat cats" pay the federal fuel taxes (airlines don't), that charter passenger flights pay a 7.5 percent federal tax on their invoice plus a \$2.50 per segment fee.) Reportedly, the MAC nominees were surprised by McCain's outburst, believing that the hearing was to be low-key and non-confrontational. ➔



Montana and the Sky
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Marv Dye, Director

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Reminder: Aeronautical Chart Revisions

The Montana Aeronautics Division is currently in the process of updating its Aeronautical Chart. The Division is dependent on you, to help us make the most accurate chart possible. If you notice any errors, omissions or corrections on our current chart please let us know. Of particular interest to us is the status of private use airports on the chart. Since Montana has no regulations concerning the existence of private use airports, we rely on you to help keep us informed so we can make alterations to our chart. If you notice any airports listed on the chart which are no longer useable as airstrips, or you notice any airports in existence that are not on our chart, please let us know at your earliest convenience. For correction, comments or suggestions concerning the new chart, please send them to:

Montana Aeronautics Division
Attn: Aero Chart Revisions
P.O. Box 5178
Helena, MT 59604

or you can phone us at 406-444-2506 or fax us at 406-444-2519. Our new chart is published every four years with the next release due out this December. In order for us to have time to make the corrections, we must have all corrections submitted no later than September 30th 2000. Thanks!

GAMA Reports Five Straight Year Of Growth For GA Industry Shipments and Billings

At the General Aviation Manufacturers Association's (GAMA) Annual Industry Review and Outlook Briefing, GAMA President Ed Bolen announced that in 1999, the general aviation industry posted both record billings and a double-digit percent increase in shipments. GAMA Chairman Chuck Suma stated that the increase was due in part to the number of new aircraft models coming to the market. He also discussed the revolution in technology that is taking place at the entry level of general aviation.

The statistical highlights of 1999:

- Highest industry billings in history- \$7.9 Billion in 1998.
- Significant increase in aircraft shipments up from 2,220 units in 1998 to 2,525 in 1999.
- Piston-engine shipments increased 13.9% to 1,747
- Turbine-engine aircraft shipments were up 13.4% to 778
- Aircraft export shipments increase 5% to 562 units
- Export billings increased 52.7% to \$2.5 billion
- Industry manufacturing employment increased 7.6%
- Best safety rate for general aviation since record keeping began in 1938
- Student pilot starts up 14%

Montana Highway Map Available for Comment

Every two years the Department of Transportation goes through a public involvement process to update the Official Montana Highway Map. This year, due to the extra public interest in the map, the public comment period extends through June 20. Comments can be made to: Tourist Map, Planning Division, MDT, 2701 Prospect Avenue, Helena, MT 59620-1001.

If you are interested in reviewing the draft map every city and county government and Chamber of Commerce in Montana were sent a copy. You can go to those offices to review and submit your comments. Your input will be greatly appreciated.

EAA Helps Builders, Restorers With Video

Aircraft builders and restorers now have a new tool to help them solve the mystery of aircraft fabric covering. Aircraft Fabric Covering is a comprehensive two-hour video that presents every aspect of the Poly-Fiber fabric covering process in detail, with easy-to-understand instruction.

Among the techniques presented by professional EAA SportAir fabric instructors are surface preparation; attaching and tightening the fabric, applying Poly-Brush and finishing tapes, tying rib-lacing knots and spraying UV-blocking chemical.

The video is available for \$39.95 (plus shipping) by calling EAA at 800-843-3612 or through the EAA web site (www.EAA.org).

Calendar

May 19 - 21 - Montana CAP State Conference. Ruby Reserve Street Inn (800)221-2057, Missoula.

May 27 - 29 - Benchmark Annual Work Session.

June 3 - Miles City Fly-in, Miles City Airport.

June 10 - 11 - Meadow Creek Work Session.

June 10 - EAA, MPA Fly-in, Young Eagle rides, Billings.

June 14 - 16 - The Revolution in General Aviation, Corvallis, Oregon. Contact Bill Wilkins at bwilkins@orst.edu (541)737-7487 or Ann Crook at ann.b.crook@odot.state.or.us (800)874-0102.

June 15 - 17 - MAAA Air Tour.

June 18 - Annual Poorboy Sourdough Pancake Breakfast Feed, Beacon Star Airfield.

July 5 - 8 - Arlington EAA Airshow.

July 14 - 16 - Schafer Meadows Annual Work Session.

July 14 - 16 - Seeley Lake Fly-in.

July 19 - 23 - International Flying Farmer Convention, Sheraton Inn, Billings. Call Marilyn or Jim Lewis at (406)538-9739.

July 22 - 23 - United States Air and Trade Show, Dayton International Airport, Dayton, OH, www.usats.org.

July 26 - August 1 - Experimental Aircraft Association AirVenture, Oshkosh, Wisconsin.

July 29 - 30 - Big Sky International Airshow, Billings.

August 3 - 6 - MAAA Fly-in, Three Forks.

August 11 - 13 - Abbotsford Airshow 2000. Call (604)852-8511 or www.abbotsfordairshow.com.

August 18 - 20 - Flight Safety Expo, McCall, Idaho.

August 19 - 20 - Fort Peck/Valley MPA Hangar Fly-in. Boating, water skiing, fishing, camping. Float planes invited.

August 26 - Second Annual Fly-in Polson Airport. Call Tom Seabase 883-9392 or aerowork@digisys.net.

September 2 - 4 - Cleveland National Air Show, Burke Lakefront Airport, Cleveland, OH, www.clevelandairshow.com.

September 2 - 4 - West Yellowstone Labor Day Fly-in, Yellowstone Airport.

September 9 - 10 - South Central Hangar Club Fall Fly-in, Laurel Airport.

September 9 - 13 - NASAO 69th Annual Convention and Trade Show, Long Beach, CA.

September 14 - 17 - Reno Air Races.

September 16 - 17 - Oregon Air Fair 2000, Albany Fairgrounds. Info: NW Aviation Association (800)547-6922.

September 30 - October 1 - Springfield Air Rendezvous 18th Annual Air Show featuring the USAF Thunderbird Demonstration Team, Capital Airport, Springfield, IL (217)789-4400.

October 10 - 12 - National Business Aviation Association 53rd Annual Meeting & Convention, New Orleans, LA.

ATC Instructions

Runway incursions are occurring more often each year. Pilots must know how to operate safely at busy towered airports. Some reminders of ATC instructions common at towered airports include:

“Taxi to...” In the absence of holding instructions, a clearance to “taxi to” any point other than an assigned takeoff runway is a clearance to cross all runways that intersect the taxi route to that point. It does not include authorization to taxi onto or cross the assigned takeoff runway at any point

“Taxi to-hold short of...” A clearance to begin taxiing, but enroute to the taxi clearance limit, you must hold short of another taxiway or a crossing runway as specified by the controller.

“Cross runway...” You are cleared to taxi across the runway crossing your taxi route and continued to the taxi clearance limit.

“Hold short...” Do not enter or cross the taxiway or runway specified by the controller. If there is a painted hold line, do not cross it.

“Cleared for immediate takeoff...” A clearance to initiate the takeoff without delay. This clearance approach. If you are not ready, do not accept this clearance.

“Report location...” Identify your location on the airport (“Five-Eight Quebec at the transient ramp.”) or in the air with respect to the airport. (“Five-Eight Quebec is seven miles southeast of the airport at one thousand five hundred.”)

“Squawk...” Tune a discrete four-digit code into your transponder (the controller will specify the code or say “VFR,” which is 1200). Make sure the transponder is in the “alt” mode.

“Report entering...” Call the tower when you are turning onto a leg in the airport pattern specified by the controller. For example, “Report entering left downwind for Runway Two-Three.”

“Cleared to land...cleared for touch and go...cleared for the option.” A controller may issue this clearance, even though one or more aircraft will land ahead of you. “Cleared for the option” is usually requested by instructors during training flights. It means you are cleared for either a full-stop landing, a stop and go, touch and go, low approach, or missed approach- whatever you or an instructor aboard the aircraft decides to do.

“Go around!” Abort the final approach! The tower controller may issue the instructions, or the pilot can state the fact. Unless otherwise instructed, the pilot should overfly the runway while climbing to traffic pattern altitude and reenter the pattern on a crosswind leg.

“Contact...” Switch frequencies and communicate with another specified controller.

“Expedite...” Comply promptly to avoid a conflicting situation.

“Traffic...” Other aircraft are in your vicinity. For example, “Traffic, nine o’clock, one-two miles, southeast bound, one thousand feet below you.”

“Report traffic/runway/airport in sight.” Advise the controller when you visually identify the other aircraft, runway, or airport.

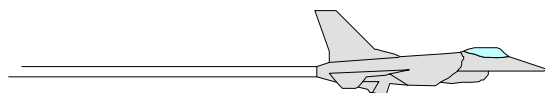
“Land and hold short.” At busy airports with intersecting runways, controllers often use more than one runway for arrivals and/or departures. Be prepared for a controller to issue a “land and hold short” (LAHSO) restriction when flying to such an airport. You can ask the controller for the landing distance available to you. That information, along with details on land and hold-short operations, can be found in the Airport/Facility Directory listing for the airport. Configure the airplane for a short-field landing if necessary, and fly a precise final approach airspeed. Ask the controller the distance to the crossing runway. If you have doubts about being able to comply with the hold-short restriction, inform the controller immediately. Don’t wait until you’re rolling out too fast and too far down the runway to stop before the hold-short line.

Recent Runway Incursions

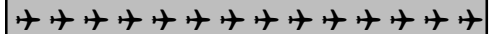
Dallas/Fort Worth, TX — The pilot crossed Runway 18R and Taxiway WM without clearance. The pilot was instructed to cross Runway 18L and contact Ground on 121.85. The ground controller instructed the pilot to turn left on Taxiway G. Moments later, the tower controller observed {the aircraft} on Runway 18L with a MD-80 on departure roll. The MD-80 was instructed to abort.

St. Louis, MO — During the takeoff roll on Runway 30R, an MD-82 with 140 people on board collided with a Cessna 441 with two people on board. The Cessna pilot had received clearance to back-taxi into position and hold on Runway 31. The pilot taxied into position at an intersection of Runway 30R, which was the assigned departure runway for the MD-82. Both people aboard the Cessna were killed: there were a few minor injuries to the passengers on the MD-82.

Burbank, CA — A piper PA-32 was issued a landing clearance on Runway 8 and instructed to hold short of Runway 15. A Beach Baron was issued a landing clearance on Runway 15. The Piper landed and continued past the hold-short line, entering the runway intersection. The Baron was unable to stop prior to the Runway 8 hold-short bars but did stop before the Runway 8 edge line.



LABOR DAY FAMILY FLY-IN



*Yellowstone Airport
West Yellowstone, MT*

*Density Altitude Clinic
September 2nd -
September 4th, 2000*

*Free Pilot Campground on Location
- 2 miles to West Yellowstone &
Yellowstone National Park -
Shuttle Available
USFS Smokejumper Base Tours*

*For clinic information call
MONTANA AERONAUTICS
DIVISION
(406) 444-2506*

*For West Yellowstone Motel &
General Information call
(406) 646-7701*

ACE an Aviation Career Education Program for High School Students

The Federal Aviation Administration and Montana Aeronautics Division, in conjunction with the Helena College of Technology, are sponsoring a 4-day aviation education/career (ACE) camp, designed for high school students that will be entering the 10th, 11th or 12th grade. This year's ACE will be split between two cities, Helena on July 26th and 27th and Billings on July 28th and 29th, returning to Helena on July 30th.

Sixteen high school students will be considered for the ACE camp based on an essay that they submit stating their interest in aviation. The cost for the ACE Camp is \$25.00 and \$20.00 a night for lodging. Adult Chaperones will be staying at both the Helena and Billings motels.

Tentative Schedule is:

Wednesday, July 26, Helena, MT

9:00 AM Registration at Montana Aeronautics-meet and greet, all waivers due, go over schedule, bagels and juice
9:30 AM Flight Safety and Preflight, Young Eagle Flights Flight simulator and flight assignments
Noon Picnic lunch at MT Aeronautics
1:00 PM Ground school
2:00 PM Tour of Helena College of Technology
3:00 PM Tour of the Aviation Army support facilities
4:00 PM Tour of the Fire Center
5:00 PM MT Aeronautics Picnic and Balloon flights (weather permitting)
8:00 PM Helena students released, out of town students, motel check-in

Thursday, July 27, Helena, MT

8:00 AM Depart for Stemple Pass for Survival Training all day event
6:00 PM Pizza Party
7:00 PM Motel check-in

Friday, July 28, Billings, MT

8:00 AM Depart Helena for Billings
Noon Lunch in Billings
1:00 PM Rocky Mountain College Tour and simulator demonstration
3:00 PM Billings Airport, tower tour, GPS demonstration at Aerotronics, FBO tour, Media event
5:00 PM Motel check-in
6:00 PM Dinner with the group
7:30 PM Free Time
10:00 PM Everybody back at motel/check-in mandatory

Saturday, July 29, Billings, MT

8:00 AM Breakfast at the motel
9:00 AM Billings Airport, Billings Airshow, all day event
5:00 PM Return to motel, dinner on your own
10:00 PM Everybody back at the motel/check-in mandatory

Sunday, July 30, Billings, MT

8:00 AM Depart Quality Inn - Return to Helena, MT Aeronautics by noon



ACE APPLICATION:

Mail to:

Montana Aeronautics Division
P.O. Box 5178
Helena, MT 59604-5178

Essay and fees due by July 1, 2000, ACE fee \$25.00 plus lodging

Lodging at \$20.00 a night (please check which days that you will be in need of lodging)

Make Checks Payable to: Helena College of Technology

Students name: _____

Grade you will be entering in the fall of 2000: _____

Address, City, State, Zip: _____

Phone: _____

Nights Lodging

Wednesday, Helena (\$20) \$ _____

Thursday, Helena (\$20) \$ _____

Friday, Billings (\$20) \$ _____

Saturday, Billings (\$20) \$ _____

ACE FEE \$ 25.00

TOTAL ENCLOSED \$ _____

For further information:
Jeanne MacPherson - 406-444-2506
email: jemacpherson@state.mt.us

Runway Cone Grant Program



Charlie Inman and Marvin Morris from the Havre Airport traveled to Helena to pick up the runway cones.

The Havre Airport recently received the first installment in the Aeronautics Division's new runway cone grant program. The program, which the Aeronautics Division implemented this year, gives free runway cones to qualified airports in need of them. Currently around the State there are several airports that have turf runways that have no turf markers to delineate the landing area, and still other turf runways around the state have only threshold markers. The program is scheduled to last about four to five years with the ultimate goal to have every qualified turf runway marked with cones. The Division believes having all turf runways clearly marked will improve safety and maybe increase use of turf runways. In order to qualify for the free cones, the airport must be a public use, publicly owned facility with at least one turf runway. This program is not meant to replace damaged cones already in place or to have the cones used for other reasons like segmented circles or other items. The Division has come up with it's own list of eligible airports, however, we would rather issue the cones to the airports on a "first come-first served" basis. The Division will take requests for cones from any airport, and after determining eligibility and need, we will make arrangements with the airport for the cones to be picked up or shipped to the airport. Since this program has limited funding to begin with, we will require the airport sponsors to either pick-up the cones in Helena or make other arrangements to have them sent without cost to the Division unless we happen to be heading that way anyway and deliver the cones. Once cones have been delivered to the airport sponsor, the cones must be put in place before another airport sponsor will be able to receive their cones. Depending on our funding and the number of requests we get, airport sponsors may have to wait depending on quantities available. Those airports interested in the program should contact Jim Greil at the Aeronautics Division at the following:

Montana Aeronautics Division
P.O. Box 5178
Helena, MT. 59601
444-2506[phone] 444-2519[fax] jgreil@state.mt.us

Congratulations To Contest Winners

Congratulations to the 2000 Aviation Conference "Name That Airport Contest" winners. Every year the Aeronautics Division hosts a contest where the contestants try to see if they can recognize airports around the state from aerial photos. Contestants choose from twenty different airport photos and write they're guesses on an entry form. Prizes are awarded for first, second and third places. This year we only had six contestants, so the odds of winning a prize were one in two. And this years winners are:

First Place (tie):	Mike Reardon of Great Falls with 7 correct
Second Place (tie):	Tom Wrikle of Cascade with 7 correct
Third Place:	Elaine O'Leary of Stevensville with 6 correct
Runners Up:	Geanette Cebulski, Jeanne Bystrom, Bill Burkland

Congratulations to our winners who will take home various prizes including Aeronautics hats, maps, charts and various books and thanks to our other contestants as well. Hope to see your entry next year!

Aero Chart Photo Contest

*By: James R. Greil
Airport/Airways Bureau*

The Montana Aeronautics Division is in the process of updating our Montana Aeronautical Chart. The chart is published every four years, and is consecutive with the term of office for the governor.

The Division is looking for some fresh photos for the chart. We are hopeful that many of you may have some pictures you are willing to share with us for inclusion on the chart. The photos should depict scenes of aviation activity in Montana including recreation, work related, fly-ins, logging, fire fighting, aerial shots - anything that shows use of aircraft in typical Montana fashion. Rural and backcountry settings are a great idea for picturesque qualities.

The only catch is that we need colored 35mm slides - no prints. Slides provide a far superior end product due to the color separation process used in printing the chart. Please mark each slide with your name and address. We will keep all slides unless you specifically specify that you would like them returned. If you would like them returned, please indicate so. The top rated entries will be used as part of our aeronautical chart, and the photographer will receive credit for the photo on the chart and in our newsletter.

Due to the time constraint placed on us for new chart deliveries, we ask that you please have your photos to us no later than September 30th 2000. Send entries to:

Montana Aeronautics Division
Attn: Aero Chart Revisions
P.O. Box 5178
Helena, MT 59604-5178

Be sure to adequately protect your slides when mailing. For more information, contact Jim Greil at 444-2506. Thanks!

States and FAA Continue Historic Partnership

The National Association of State Aviation Officials (NASAO) renewed its historic partnership with the Federal Aviation Administration (FAA) with the signing of an extension to their Memorandum of Understanding (MOU) during NASAO's Washington Legislative Conference. FAA Administrator Jane Garvey signed the MOU during a meeting with the state aviation directors, held at FAA Headquarters. NASAO Chairman Ken Wiegand, director of the Virginia Department of Aviation, signed on behalf of the states.

The Memorandum of Understanding offers an opportunity for NASAO and the FAA, as aviation service providers, to address challenges and to develop innovative systems to enhance the safety and efficiency of the national transportation system. Appendix IV to the MOU focuses on a Runway Safety Program and the creation of a partnership to enhance the management of the State Block Grants under the Airport Improvement Program.

The FAA/NASAO Runway Safety Program is a joint effort to reduce runway incursions at the nation's controlled airports. The MOU ensures that up-to-date information will be provided to the states regarding runway incursions and that the organization will share solutions and strategies on a regular basis including involvement with the national Runway Incursion Aviation Team (RIAT) at meetings and various other forums.

NASAO and the FAA will work in partnership to demonstrate the success of the various State Block Grant Programs and use this collective experience to improve the quality of national aviation transportation system for the traveling public. By working cooperatively to identify and coordinate issues the State Block Grant Program will become even more efficient and effective.

During the signing ceremony, Administrator Garvey was presented with the first copy of a recently completed survey of the states and eight FAA regions entitled "Cooperative Partnership to Help Resolve Aircraft Noise Problems." A task presented in the 1998 MOU between NASAO and the FAA, this survey offers examples to reduce community concerns over aircraft noise and overall conclusion drawn from the responses.



AOPA President Testifies To Preserve Back Country Airstrips

AOPA President Phil Boyer told Congress that back country airstrips must be preserved and that General Aviation should not be restricted from federal lands.

We have seen a startling increase in the attempts to restrict aviation access to public lands," Boyer testified before the House subcommittee on national Parks and Public Lands. "Especially in Western states, pilots are coming under increasing pressure whenever they fly near national parks, forests or other federally owned lands."

Boyer was speaking in favor H.R. 3661, the "General Aviation Access Act." Introduced by Rep. Jim Hansen (R-Utah) the bill would turn back efforts by Federal agencies to restrict or prohibit GA use of backcountry airstrips, particularly in the western U.S.

Boyer played a videotape of an emergency landing at the Thomas Creek airstrip in the Frank Church-River of No Return Wilderness Area. A single-engine Cessna 206 carrying tourists over the extraordinarily rugged area was forced down with an engine problem. The pilot made a safe landing on the airstrip with no injuries to the passengers and little damage to the aircraft.

AOPA said that to keep backcountry strips safe, they must be regularly maintained. "If the Forest Service is unable to properly maintain these airstrips due to budgetary constraints, use of airport maintenance funds from the aviation trust fund would make sense. AOPA will work with Congress, FAA and land management agencies to facilitate the use of these funds for backcountry airstrip maintenance."

The General Aviation Access Act would severely limit the ability of Federal land managers to close an aircraft landing strip. Closures would have to be approved by the FAA and the head of the appropriate state aviation department. The public would be given an opportunity to comment on a proposed closure.

The Interior and Agriculture Departments couldn't force an airstrip to close by neglecting it, either. The bill requires that aircraft landing strips be maintained "in a manner that is constant with the resource values of the adjacent areas."

Skyshow 2000 to feature Canadian Snowbirds

Imagine a warm, clear July evening, a slight breeze blowing across your face, kicking back in your favorite folding chair in a prime location at the Minot International Airport, while overhead "thunder rolls".

Well, your dream will become a reality the evening of Thursday, July 6 when the Dakota Territory Air Museum presents "Skyshow 2000", featuring the "Canadian Snowbirds" air demonstration team.

The air show will be held in conjunction with the dedication of the new "Oswin Ekler Wing", at the Dakota Territory Air Museum. The museum is located just north of the Minot International Airport.

Mr. Don Lopez, deputy director of the National Air and Space Museum, which has the largest collection of historic air and spacecraft in the world, is part of the Smithsonian Institute.

Lopez flew with Oswin Elker in the 75th Fighter Group of the 14th Air Force better known as the successors to the AVG "Flying Tiger" in China and India during World War II. Elker, a native of Surrey, North Dakota, who passed away in June of 1997, donated the money used to build the addition at the museum.

The air show will include a number of aerobatic acts such as Rhett Thompson in his "Sukhoi", Al Shkuratoff in his "Acro-Duster," and Kent and Warren Pietsch in assorted aircraft. Also participating will be a various number of WWII "Warbirds" including, P-51 Mustang, P-40 Warhawk, F4U Corsair, Super Corsair and TBM's. These aircraft will be provided by Bob Odegaard from Kindred, ND, Ron Fagen of Granite Fall, MN and Gerry Beck of Wahpeton, ND.

Other aircraft that will be performing include a Minot Airforce Base B-52, 1929 Travelair and a Czech L-29 jet-trainer. The Travelair will be providing rides and North Dakota's own "Happy Hooligans" will be demonstrating the various attributes of the F-16 "Fighting Falcon". Also an appearance by Mark Rebholz and his world famous Vickers Vimy replica is tentatively scheduled. The Canadian Snowbirds travel throughout North America as ambassadors for the Canadian armed forces. They perform 70-80 airshows at 50 different locations each year. Major Bob Painchaud is the current commanding officer and team leader. Painchaud was a solo pilot for the snowbirds in 1992-93. Based at Moose Jaw, Sask., the Snowbirds fly the CT-114 Tutor, a basic jet trainer with a few modifications.

Admission to the air show will be free, however donations will be taken during the show to help defray expected costs. A party/dance will be held after the air show in the museum-everyone is welcome to attend.

Unleaded Avfuel Approved For STC Holders

EAA, the leader in Recreational Aviation, is issuing a service bulletin to thousands of aircraft owners who hold EAA Aviation Foundation Supplemental Type Certificates (STCs), permitting use of auto fuel in their aircraft's powerplants and airframes. That bulletin is being issued after the FAA approved the introduction of unleaded 82UL aviation fuel.

The 82UL avfuel qualifies under the specifications allowed under EAA's STC. FAA approved the inclusion of this fuel in the STCs because of EAA's extensive testing with auto fuels and the new 82UL, including in such vital areas as volatility. 82UL has a lower volatility requirement than auto fuel, which would put it well within the limits covered by EAA's STC.

EAA's service bulletin reminds STC holders that current fueling placards must be replaced by Aug. 1, 2000, with revised placards which remind aircraft fuelers of allowable fuels for those airplanes. The placards are available through EAA by calling (920) 426-4843 or via e-mail at STC@eaa.rorg. The full service bulletin is available at the STC area of the EAA web site (www.eaa.org).



PO Box 5178

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Attention Aviators:

The Federal Aviation Administration in Helena invites all persons interested to a "brown bag lunch", noon to 1:00 PM, on the second Tuesday of every month. Come and voice your concerns at the Helena FAA office, 2725 Skyway Drive. For further information, contact Jim Cooney at (800) 457-9917 or (406) 449-5270.

"When once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return."

Leonardo da Vinci

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Surplus Runway Lights Available

If you are interested in obtaining surplus runway lights please contact Dixon Hitch in Malta MT at (406) 654-1143 or (406) 654-1673. These are a combination of medium intensity runway and taxiway edge lights and quartz threshold lights. These will be given away at no cost to whoever would like them.

Twenty nine hundred copies of this public document were produced at an estimated cost of 39 cents each, for a total cost of \$1,123. This includes \$120 for production, \$783 for postage and \$220 for printing.



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